

NEW YORK, SUNDAY, APRIL 12, 1908.—Copyright, 1908, by The Sun Printing and Publishing Association.

STEAL \$1,000,000 IN FARES

DISHONEST CONDUCTORS A HEAVY CHARGE TO STREET RAILWAYS.

W. M. Evans Made the Million Dollar Estimate of the Metropolitan's Losses. Selection of Conductors—Pay as You Enter Cars May Be a Remedy.

How much money do the street railroad companies of this city lose annually through dishonest conductors? If you ask the manager of a surface road this question he will probably think hard for a moment and then ask you if you're not more interested in knowing how much cost the power house burns or how much it costs to paint the cars of his road.

Having been informed that even a rough guess on the amount of fares the conductors get away with in a year would be more interesting it's dollars to doughnuts that he will answer:

"There are two reasons why I won't answer that question. One is because I don't know near enough to make even a rough guess, and the other reason is that he said about that subject the better we like it."

When the Metropolitan receivers introduced the pay as you enter cars here the impression at once became widespread that the chief reason for it was to save the fares that conductors had been knocking down, and that in so doing the receivers hoped the cars would go a long way toward paying for themselves. This isn't so, however. It is in lessening the number of accidents that the great saving is supposed to be made by the new cars.

To this there is undoubtedly something saved because it makes it more difficult for passengers themselves to steal rides. Coming down to the conductor the situation is largely the same, for he can still knock down fares in a crowd.

The chance of the conductors doing this on these cars may be lessened a bit when fare boxes are installed. That is a box into which the passenger puts his own fare, the conductor simply making change.

That is what cars of this type have in some other cities, and the only reason why they haven't them here yet is because it was felt that it would be better to get the public used to getting on and off this car before adding this feature. But that there are ways of beating the fare box there isn't any possible doubt.

That there will always be ways for the dishonest conductor to steal with all the checking systems that may be devised, most any expert will admit the moment you talk with him. It is simply a question of keeping the loss as low as they can.

This again is difficult, for the railroads can make only the roughest sort of a guess as to how many stolen tickets are going into the pockets of conductors. In going over the books of the Metropolitan William M. Evans found that the company had put the amount of one year's loss down roughly at \$500,000, but this was afterward discovered to be much too low a figure.

Mr. Evans came to the conclusion that the amount was not far short of 5 per cent. of the Metropolitan's gross income. This would be in the neighborhood of \$1,000,000 a year, an amount which if it could be saved would about make up the deficit.

Using the greatest care in selecting men for conductors has not done much to cut down this loss which the roads must sustain every year apparently.

On the Metropolitan's lines there are about 2,200 cars, and the company employs more than 3,000 conductors. Last year, according to good authority, it was found necessary to discharge some 5,500 conductors for dishonesty, which means that many conductors worked only a short time before they were caught stealing fares.

This gives some idea of the problem that a big street railroad company faces in trying to keep track of fares.

Practically the only way the companies have of telling whether their conductors are knocking down fares is by a comparison of receipts. The Brooklyn Rapid Transit Company, for example, has figured out what receipts it ought to expect every day in the year, practically, taking into account the regular increase in the population and the weather conditions.

Taking the table that has been worked out and proved for some years back they know just when they ought to expect an increase in receipts and how much it should be. If the receipts don't correspond it is put down at once to dishonesty of the conductors. Then the force of spotters is doubled and the regular secret service force works harder than ever.

While the pay as you enter cars with their new system of fare collections have given many the idea that theft by conductors was possibly on the increase, it has been the testimony of railroad officials lately that a somewhat better condition of affairs obtains.

"Two years ago," said a representative of one of the roads the other day, "we were getting a much lower class of men than to-day. Those were boom times and there was plenty of work and good wages for every one, so that the street railroads were getting the lowest class of labor. Our road at that time undoubtedly lost more money through theft than at any other period, but now things are changed. To-day, as a result of general conditions in the labor market, we get a highly desirable class of men."

If the pay as you enter cars succeed in reducing the evil to even a small extent they are likely to be adopted pretty generally in replacing worn out cars. At any event, with such cars it is a little easier to keep a watch on conductors, according to the managers of the roads.

Over in England they think that they do things somewhat better than the roads here in trying to minimize this evil. The manager of the Liverpool tramways, who made a visit here recently to look into American methods of handling the transportation problem, said when he got ready to go home that what had astonished him most was the amount of money the roads allowed their employees and passengers to steal from them.

In the English cities they have adopted pretty generally the zone system of fares. Under this system, as in Liverpool for instance, a passenger gets a ticket when he pays his fare and holds it until he gets off the fare varying for the distance traveled. What is more, the passenger is obliged to hold a ticket in sight so that an inspector boards a car he has a chance to see it. If he finds a passenger without a ticket either the conductor or the passenger is a thief. The zone system has never been adopted in this country.

In the opinion of most of the experts the system wouldn't work here well enough to recommend it.

To the amount of fares uncollected from passengers and the amount stolen by conductors there must be added the cost of a road's secret service force. As a rule when you ask the manager of a road any question about this department he will say he doesn't know. It is a mystery that is known only to one man and he keeps in the background, depositing the money of this immense fund cannot buy bonds.

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more closely than any others in the business of carrying the public.

The work of spying on conductors is only one of the branches of the work of this department of a railroad, but it is about the hardest. There are practically only two ways by which a road can watch its conductors, by employing uniformed inspectors to count the passengers and by the use of spotters. This system of espionage costs the two surface railroad systems of this city in a year thousands of dollars.

Officials of the Brooklyn Rapid Transit believe that they have reduced the amount of money stolen on their lines somewhat by requiring conductors to ring up transfers on a separate register. The transfer register was installed after they had discovered that a good many persons had a habit of getting more transfers than they needed and presenting these to conductors, who would turn them in for fares and pocket the nickels. The Metropolitan has never seen fit to introduce this system.

That a fortune awaits the man who can invent a system by which the annual loss that the roads suffer through theft is certain. The pay as you enter cars with a fare box perhaps comes nearest to it, but there are those who hold out little hope of its solving the problem.

"Human nature is pretty much the same," said the head of one of the companies the other day, "and until you get some way of making every one honest from principle you're not going to have a great deal of success, because it's impossible to keep a dishonest man honest by human devices."

CATS AND DOGS.

Liability to Be Blind or Deaf or Dumb, Just as Human Beings Are.

"Are there deaf, dumb and blind cats and dogs? Oh, yes," said the veterinary surgeon of whom this question was asked, "cats and dogs are thus afflicted, as they are liable to be also by various bodily ills, just as human beings are."

"But we are not likely to meet with blind cats and dogs for the reason that such animals are commonly destroyed as soon as the fact of their blindness is discovered. Breeders would destroy dogs born blind because they would be useless, just as they would destroy deformed dogs or even dogs badly marked to avoid transmission of their defects; and blind kittens are almost as certain to be destroyed by those in whose households they may be born. The dogs are chloroformed and the cats are commonly drowned."

"Then cats and dogs born blind that escaped destruction when that defect was discovered would not be likely in that state long to survive the vicissitudes of life. Therefore we are not likely to meet with blind cats and dogs, though cats and dogs born with normal sight might later be afflicted with ailments of the eyes that would impair or completely obstruct their vision, as might happen with the forming of a cataract; and it would not be remarkable to find cats and dogs that were near sighted."

"Near-sightedness in these animals might never be known at all, though it would be most likely to be discovered in dogs. A hunter, for instance, might discover that his dog was short sighted, as great near-sightedness in other dogs might be discovered, though in many cases the near-sightedness might not become known to the dog's owner, and it is doubtful if the dog itself would realize it at all; and then what would naturally be a handicap to the dog might in some measure be offset by better hearing, as in the case of deaf dogs the defect of deafness might be offset by better sight."

"Deafness in cats and dogs is most likely to occur in white animals of these kinds, and more likely among white dogs than white cats, as for instance, among white dogs it might occur in English bulldogs, but the percentage of deaf dogs is very small, just as is the percentage of deaf persons among human beings. And of course the degree of deafness might vary from slight to total deafness; but as I said, deaf dogs are likely to have more acute sight."

"And cats and dogs may be dumb. I have known a dumb cat that could not meow at all, but make only a faint sound. And I have known a dog that was both deaf and dumb; a cross between an English bulldog and a bull terrier, between 15 and 18 months old."

"A dog that can't bark may seem a strange thing, but this dog could not bark at all, but only make a peculiar sound that was like the forced exhalation of breath. But while this dog was deaf and dumb its eyesight was good and it was a fat and well nourished and cheerful dog."

"As cats and dogs not born blind may later become blind or suffer impairment of vision either by accident or disease, so cats and dogs not born deaf may become deaf or suffer impairment of their hearing through injury or disease, the dogs most likely to suffer in this way from diseases of the ear being long-eared dogs, the long ears keeping the air away and keeping in dust and infection. Deafness from such causes might be cured if taken in time, as other diseases might likewise be cured."

"Tests of cats' dogs for defective vision can be made by examination of the eyes and in other ways, but the degree of defectiveness of eyesight cannot commonly be determined as accurately as the degree of defectiveness of hearing can be by the tests made for that. It might be important for the hunter to know about his dog, and this he might discover through experience with it; for what a dog was deaf or not might be even more important in other circumstances."

"For instance, a woman storekeeper who had a white bull terrier which she designed training for a watchdog had some reason to think that it was slightly deaf and she brought it here to be tested, which turned out to be a wise precaution. It was a fine, healthy dog, all right in every way, but it proved to be somewhat deaf, and so not suitable for a watchdog."

"So you see cats and dogs, as to their defects and illnesses at least, are much like human beings."

SMALL BONDS NEEDED.

Folks With Less Than \$1,000 to Invest Have Little Choice.

In making what it calls a plea for small bonds a writer in *Moody's Magazine* says that for several years the heads of railroad and other corporations have been doing everything to attract investors "except to wrap up their goods in small enough packages."

He compares them to a butcher who would not sell small cuts but would compel customers to buy a whole hog or beef, in which case most people would have to take to poultry or fish.

"Many bond and brokerage houses, as well as some magazines and newspapers," says this writer, "are making strenuous efforts to educate the people as to the investment merits of bonds. Their efforts are largely wasted because \$1,000 bonds are out of the reach of most investors."

"The average savings bank deposit is less than \$1,000, even less than \$500 in many sections of the country. However attractive railroad and other bonds may look to the owners of our \$5,000,000,000 of savings and deposit banks, the majority of the owners of this immense fund cannot buy bonds."

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OLDEST PAPER TO SUSPEND

PEKIN "GAZETTE" WAS STARTED AWAY BACK IN 911.

Since 1911 It Has Appeared Regularly—Besides Official Documents It Has Published Curious Information Illustrating Chinese Character—Its Successor.

It is reported from China that the oldest newspaper in the world, the *Pekin Gazette*, is about to suspend publication. The first number appeared in 911 A. D. and since 1351, more than a century before the discovery of America it has appeared regularly.

The *Pekin Gazette* has published a daily budget of the imperial court news and has been a repository of edicts from the throne, memorials from Provincial Governors and reports from Chinese officials.

It would be wrong to infer that its contents were always dry. Frequently the *Gazette* has contained news of great interest to the world and information illuminating one phase or another of Chinese character or the Governmental régime.

Perhaps we read one day that not only the soldier who had stolen thirty boxes of bullets had been severely punished, but the officer whose duty it was to inspect the stores and see that they were intact was condemned to eighty blows and dismissed from the service. This showed the grave responsibility imposed upon Chinese officials.

It was Li Hung Chang who reported that the officials along the Yung-ting River had risked their lives in their efforts to prevent it from inundating the surrounding country, and in the same report he recommended that though they tried to do what was beyond the power of man they should be stripped of their buttons or deprived of their rank because they failed to avert the flood.

We learned from the *Gazette* that the explanation of moral maxims to the people was a favorite prescription for amending their shortcomings. One day a memorial in the emperor said that as the inhabitants of one of the provinces were turbulent, competent persons had been appointed to explain to them the maxims of the sacred edicts with the hope of improving their character.

The *Gazette* often told of cases where bits of the flesh of a son or daughter were cooked and eaten by a parent afflicted with obstinate illness. It was believed that their lives might thus be saved.

A few years ago a report in the *Gazette* from the Governor of Yunnan said that in some of the country districts the villagers had a horrible custom of burning to death any man caught stealing corn or fruit in the fields. Then followed detailed accounts of some of these events.

The files of the venerable paper are among the curiosities of typography. During a part of the eighteenth century it was printed in the imperial palace from movable copper type and in the last eighty years from movable type carved out of wood.

The Chinese Government will now supplant the publication by the *Government Gazette*, which will be much larger and conducted along more modern lines. It will be the official Government organ. The disappearance of the *Pekin Gazette* is one of the signs of the times illustrating the mighty changes that are coming to pass in China.

Good Crops in Mexico. From *Moody's Magazine*. Good crop conditions are reported from all parts of Mexico. The sugar cane crop which is now being harvested is the largest in the history of the country, while the yield of coffee exceeds that of any previous year. There is a shortage of corn and wheat in some sections, but the prospects are favorable for good crops of those two cereals this year.

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LUCINDA'S EXPERIENCES.

This One Quite the Most Astonishing of Any She Has Met With Yet.

"I have had a novel experience," said Lucinda. "I certainly have."

"This afternoon I went shopping in Fifth avenue. Automobiles and carriages and fine shops and people, life and motion and color all the time—why, I love simply to walk in Fifth avenue, and here it was, as gay as could be, and then we heard the sound of an ambulance gong coming nearer and nearer, the ambulance moving in and out among all those fine carriages and automobiles, hurrying some poor man that had been hurt to the hospital, and then in a minute it rushed past us and then we saw the young ambulance surgeon in immaculate white sitting there so cool and easy while the ambulance hurried by and everybody turned to look, and then the first thing I knew—"

"The ambulance surgeon bowed to me! Bowed beautifully, to me!"

"And wasn't that a surprising experience? Well, it certainly was! And did I know him? Why, sure. P. and S. last year, and now in one of the great hospitals and going out with the ambulance."

"Why, we read about him in the papers all the time. Some dreadful thing happens, and everybody is all wrought up over it, and you read long accounts of it, and then we come to where it says the wounded man was attended to by Dr. So-and-So of Such-and-Such a hospital, and that interests us greatly because we know him, and here he is in all these wonderful things. And then to think that I should meet him! On the ambulance in Fifth avenue! and that he should bow to me! from the ambulance!"

"Wasn't that an exciting experience? And what do you suppose can happen to me next?"

WASHINGTON PIE.

A Difference of Opinion as to What Really Constitutes It.

Almost every one has heard of Washington pie, but there seems to be no agreement of opinion as to what member of the pie family rightly bears the name of the Father of His Country.

"Washington pie?" says the man from 'Way Down East, which is beyond Boston, repeating your question. "Why, sure, I know it. There are three layers of sponge cake, with two layers of jelly or strawberry preserves in between and white frosting on the top. It's bulky, too, and I wish I could get it here."

"But that's not Washington pie," interrupts the woman from the West, "that's simply layer cake. Washington pie, though, is something like cake. But there are only two layers of cake, and in between is a creamy filling made of eggs and milk and sugar and a little flavoring. And you put powdered sugar on the top."

"That's Boston cream pie," chorus two persons from Boston itself, who speak with the assurance that betrays their habit. "And what's more, we never heard of Washington pie. Do you think it fitting to name a pie after an important historical figure?"

"I've been making Washington pie for years," interposes mildly a woman who lives in Brooklyn and isn't ashamed of it, "and my Washington pie is a pie and not a cake. I grind apples into a pulp and mix the pulp with sherry and use that as a filling for an ordinary open face pie. The completed article looks much like pumpkin pie, and it's the toothsomest thing I know."

Now what is Washington pie?

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FREDERICK LOESER & CO.

BROOKLYN ADVERTISEMENTS.

FREDERICK LOESER & CO.

Frederick Loeser & Co.
In every detail the Leading Retail Establishment of Brooklyn.

The Biggest Easter Event Yet Announced In Women's Suits, Coats, Costumes.

A WEEK TO EASTER. And we mark the Easter nearness by an offering of fresh spring apparel that sets a new high record in values even for this Store. The stocks included are immense—and yet they include only the choicest products of the foremost makers. Styles are correct and new. Materials are superbly fine. Workmanship is the best that can be done—in large measure in the class of fine custom making.

Read the details. Make your visit to-morrow an early one. For in many cases there are no duplicates, and the earliest choosing will naturally have the widest choice.

\$55 to \$115 Tailored Suits at \$37.98.

Only twenty-six of them—and they might stand as an exhibit of the handsomest fashions of this spring. Of tussah silk and cloth in fancy and plain effects and no two alike. They are the newest samples from Manhattan's chief maker.

\$45 to \$165 Costumes at \$33.98.

Forty-five costumes fit to take the highest rank in the most exclusive showing of new things. One, two and three-piece effects of laces, rough silk taffetas, foulards, voiles, crepe de chine, messalines, embroidered flit net, lingerie styles, etc. Not two alike and each one fresh and perfect.

Second Floor, Front. None sent C. O. D. or on approval.

\$33 and \$45 Tailored Suits at \$25.

Seventy-five new suits that are trim and handsome and splendidly tailored. There are Panamas, striped and plain worsteds, fancy and plain serges and half-line striped serges, checked voiles, rain-coats, new bordered cloths and fancy mixtures. Co